खिलाफ कार्यवाही करते हैं और मैं माननीय सदस्यों से अनुरोध करूंगा कि उनके पास भी यदि इस तरह की सूचना हो--क्योंकि हम सब पर एक साथ खोल नहीं सकते, सरकार की लाचारी है--जिनके पास भी सूचना हो, वे भेज दें, जहां-जहां से अनियमितता की खबर आयेगी, हम उसकी जांच करवायेंगे

श्री शंकर दयाल सिंह: सबसे बड़ी रोहतास नगर डालमिया इंडस्ट्री है, उसी पर पहले कार्यवाही कीजिए।

62. [*The questioner* (Shri Ram *Jethmalani*) *was absent. For answer* vide *Col.* 42 *infra*]

*63. [*The questioner* (*Shri Talari Manohar*) *was absent. For answer*, vide *Col.* 43 *infra*].

Use of Diesel Oil in Electric Trains

*64. SHRI VIREN J. SHAH:

SHRI ATAL BIHARI VAJPAYEE:†

will the Minister of RAILWAYS be pleased to state:

(a) whether Government's attention has been drawn to a report which appeared in the *Hindustan Times*, dated the 20th April, 1990, to the effect that diesel oil is used for internal power supply of trains, even when those trains run on fully electrified routes and that electric power could be tapped from the overhead wires with suitable adjustments; if so, the names of all such trains and the annual cost of diesel oil that each one of them consumed; and

(b) whether any estimate has been made of the average cost of pilferage of diesel oil each year during the last three years if so, the details thereof; and if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) and (b) A statement is laid on the Table of the House.

Statement

(a) Yes, Sir, diesel oil is used for internal power supply on six trains in fully electrified routes because of non-availability of technology to tap OHE power for this purpose presently. The details of trains and approximate annual cost of diesel oil may be seen below:—

S. No.	Train Name	Approximate cost of Diesel oil (in Rs.)
1.	Deccan Queen Express	1,64,500/-
2.	Jhansi–Itarsi Passenger	1,61,000/-
3.	Howrah–Delhi Rajdhani Express	28,29,234/-
4.	Delhi–Bhopal Shatabadi Express	9,02,135/-
5.	Adra–Asansol–Purlia Passenger	95,386/-
6.	Bombay–Delhi Rajdhani Express	34,15,305/-

* The question was actually asked on the floor of the House by Shri Viren J. Shah.

(b) There has been no case of pilferage of diesel oil from such trains.

SHRI VIREN J. SHAH: Mr. Chairman, Sir, the statement brings out the amount of expenditure incurred by the Railways on account of diesel used on electric trains. In the context of the current Budget proposals where the Finance Minister and the hon. Prime Minister have mentioned about saving diesel oil to save the country's foreign exchange, I would like to ask this. The hon. Minister's reply is that because of non-availability of technology, we have to go through this in the year 1990. What are the problems, in the first place, getting the right kind of technology? What kind of technology is being used in other countries and has it been brought to the notice of the Railway Ministry whether it be this Minister or the previous one, that such technology is required? And what efforts have been made in this direction? Secondly, I am most surprised when he says that there has been no case of pilferage of diesel from such trains. Does it mean that there has been no information to him or there has been no case? Will he kindly clarify?

SHRI GEORGE FERNANDES: Sir there has been no case so far brought to my notice that there has been pilferage of diesel oil in regard to these trains. That is what the question was, and that is the reply. In so far as the availability of technology is concerned, the Railways have been negotiating for acquiring the technology that is needed to use electricity for such trains and discussions with various parties are in progress.

SHRI VIREN J. SHAH: Since how long?

SHRI GEORGE FERNANDES: Well, for over three years and more now.And I think it will take some more time before such technology is acquired.

SHRI VIREN J. SHAH: Sir, this question arose from a matter which was taken up by an hon. Member of Parliament in a letter to the Minister in which he has made some concrete suggestions about drawing power from the overhead wires for the proper stepping down of voltage and other purposes. Has the hon. Minister or his Ministry applied its mind and if so, what is its conclusion?

SHRI GEORGE FERNANDES: Sir, it will take some more time to get the technology that is needed. The suggestion that has been made in the letter can be acted upon only when that technology is available.

श्री अटल बिहारी वाजपेयी : सभापति जी; इनका उत्तर मेरी समझ में नहीं आ रहा है। हो सकता है कि मैं कोई बड़ा टैक्नीकल आदमी नहीं हूं। क्योंकि जो जवाब मंत्री महोदय ने दिया है, उन्होंने स्वीकार किया है कि जो रूट्स हैं, वह फुल्ली इलैक्ट्रिफाइड हैं, लेकिन फिर भी डीजल का उपयोग हो रहा है।

अब यह क्या कि जब से इलैक्ट्रिफिकेशन हुआ है, तब से यह दावा किया जा रहा है कि गाड़ियां बिजली से चल रही हैं, उसके साथ-साथ डीजल का उपयोग भी हो रहा है और करोड़ों रुपये का हो रहा है ?

टैक्नालोजी प्राप्त करने में इतनी देर क्यों हुई है, क्या मंत्री महोदय इस पर प्रकाश डालेंगे ?

श्री जार्ज फर्नांडीज : सभापति जी, माननीय सदस्य ने कहा कि वह इन चीजो के बारे में तकनीकी जानकारी नहीं रखते हैं, क्योंकि उनको इन मामलों के बारे में ज्ञान नहीं है।

श्री अटल बिहारी वाजपेयी : नहीं, मैंने कहा कि थोड़ा कम है।

श्री जार्ज फर्नांडीज : वैसे तो मेरी भी स्थिति वैसी ही है। उसके बराबर ही है।

एक माननीय सदस्य : आप तो मंत्री हैं।

श्री जार्ज फर्नांडीज : हां, लेकिन मंत्री बनने पर उससे कोई टैक्नीकल जानकारी नहीं होती है।

माननीय सदस्य का जो प्रश्न है, उसके जवाब में मुझे इतना ही कहना है कि आज जो हम लोग इस प्रकार के लोकोमोटिव्ज का इस्तेमाल करते हैं उनके जरिए उस बिजली का इस्तेमाल गाड़ी को एयर-कंडीशन करने में जो क्षमता की आवश्यकता है, वह क्षमता खींचना संभव नहीं है। वन-फेज बिजली का इस्तेमाल आज कर पा रहे हैं, जहां तीन फेज का होना जरूरी है और वह करने के लिए जिस प्रकार की मशीनरी की आवश्यकता है, तो उसको हमारे रेल के इंजन को लगाने के लिए अथवा इस प्रकार के इंजन को देश में लाने के लिए जो आज बात चल रही है, वह पूरा होने पर यह समस्या पूरी हो जाएगी।

श्री वीरेन जे० शाह : अभी गाड़ी वन-फेज पर चल रही है?

श्री जार्ज फर्नांडीज : जी हां।

SHRI A. G. KULKARNI: Sir, my friends have stated that diesel is used only for air-conditioning the coaches which are attached to the trains. But Rajdhani Express and some other trains, as you have mentioned, are totally air-conditioned. I want to know from the hon. Minister in view of the huge debt that we are owing and in view of ample availability of coal, will the Government, as a policy, now come and adopt, since we have to tightne our belts to make the economy more vibrant and strong in this country, stoppage of this luxury and adopt a system whereby they can use coal and avoid importing diesel at a huge cost? Running of air-conditioned trains is a luxury which this country cannot afford. Please consider it.

SHRI GEORGE FERNANDES: It is a suggestion for consideration and action.

AN HON. MEMBER: What is he saying? .(*Interruptions*).

MR. CHAIRMAN: You asked whether he will consider it and he has said that it is a suggestion for consideration. He has given the reply whether you are convinced or not. (*Interruptions*)...

SHRI A. G. KULKARNI: Sir, the country is having a huge debt. He must say that we will see to it and thereby save the money by using coal and stopping the running of air-conditioned trains. (*Interruptions*)

MR. CHAIRMAN: You have raised a question and the Minister has given the answer.

SHRI N. K. P. SALVE: Sir, the answer to this question reveals an extremely dismal affair of the Railways so far as its R & D is concerned. (*Interruptions*).

श्री सभापति : आप सवाल करिए।

श्री एन० के० पी० सालवे : मैं उसी पर आ रहा हूं। इन ट्रेंस को अगर आप देखें, तो यह बड़ी प्रेस्टीजस ट्रेंस हैं, जिन पर बशुमार खर्चा हो रहा है। रेलवे का कोई आर एंड डी-- Are you spending some money on R & D? The technological advance of our R &D being what it is, may I know from the honourable Minister what the amount of money is which is appropriated each year for Research & Development in the Railways? That is number one. Secondly, are you making any headway on this to stop the wasteful expenditure, which is in invaluable foreign exchange, by utilizing your own R & D to achieve the needed technological advancement?

SHRI GEORGE FERNANDES: Sir, so far as the total amount of money spent on R & D is concerned, I will require notice.

So far as the honourable Member's question about the use of diesel for this is concerned, it is inevitable that we use diesel.

MR. CHAIRMAN: His question is about the R & D.

SHRI GEORGE FERNANDES: Yes. But he said that there is a lot of wasteful expenditure. It is not a wasteful expenditure, but this is a necessary expenditure because it is inevitable that we use diesel oil. So far as the R & D Department is concerned, they are not equipped at the moment to, say, invent or otherwise produce the kind of three-phase converters or inverter system needed for these locomotives to take electricity from the overhead wires which can then be used for air-conditioning and other needs.

MR. CHAIRMAN: Yes, Mr. Subramanian Swamy.

SHRI SUBRAMANIAN SWAMY: Sir, the Minister has just now said that negotiations are going on on the induction of technology. I would like to know from the honourable Minister whether the Government or his Ministry is negotiating with the companies in the United States for the import of diesel or electric locomotives and whether the negotiations are being carried on by the Ministry or through agents.

SHRI GEORGE FERNANDES: Sir, there is no negotiation currently going on in regard to the import of any locomotives.

MR. CHAIRMAN: Question No. 65. Mr. Abrar Ahmed Khan.

फ्लैटों के आवंटन के लिए दिल्ली विकास प्राधिकरण में संसद सदस्यों का पंजीकरण

*65. **डा० अबरार अहमद खान :** क्या शहरी विकास मंत्री यह बताने की कृपा करेंगे कि :-

(क) क्या कोई संसद सदस्य निर्वाचित होने पर दिल्ली विकास प्राधिकरण में मकान/फ्लैट के आवंटन के लिए अपने नाम का पंजीकरण करा सकता है; यदि नहीं, तो संसद सदस्यों को इस प्रकार की सुविधा कब तक दे दिए जाने की संभावना है; और

(ख) क्या अन्य कोई योजना है, जिसके अधीन संसद सदस्यों को फ्लैट उपलब्ध कराए जाते हैं ?

शहरी विकास मंत्री (श्री मुरासोली मारन) : (क) ऐसी कोई योजना नहीं है जिसके अन्तर्गत कोई व्यक्ति संसद सदस्य चुने जाने पर स्वयं को दिल्ली विकास प्राधिकरण में मकान/फ्लैट के लिए पंजीकृत करा सकता है; न ही ऐसी कोई योजना सरकार के विचाराधीन है।

(ख) जी, नहीं।

डा० अबरार अहमद खान : माननीय सभापति महोदय, जब कोई संसद् सदस्य यहां चुनकर आता है तो पांच साल, दस साल या पन्द्रह साल रहने के बाद जब वह संसद् सदस्य नहीं रहता तो उस समय जो परिस्थितियां उसके सामने रहती हैं वह यहां का सारा सदन जानता है। उससे सरकार को भी परेशानी होती है और संसद् सदस्य को भी परेशानी होती है, कभी किसी का मकान सील करना पड़ता है, तो कभी किसी का सामान निकाल कर बाहर करना होता है। जब वह संसद् सदस्य यहां चुन कर आता है तो रजिस्ट्रेशन का जो प्रावधान है वह रजिस्ट्रेशन हमेशा खुला नहीं रहता है। रजिस्ट्रेशन टाइम टू टाइम होता है। जिस समय रजिस्ट्रेशन होता है उस समय यह आवश्यक नहीं कि वह यहां